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Die Verwaltung der öffentlichen Arbeiten in Preussen, 1890 bis 1900.

Bericht an Seine Majestät den Kaiser und König erstattet von dem Minister der öffentlichen Arbeiten. Berlin: Julius Springer, 1901. 8vo, pp. xii + 330 + 27 Charts + 33 Appendices + 2 Maps.

THE LACK of reliable material on foreign systems of transportation available for American readers has been observed by every student in this field. We know altogether too little concerning the transportation systems of the world. Our libraries, without exception, are weak in this respect, and it is to be feared that this weakness will not disappear in the immediate future.

The volume under consideration constitutes a most valuable addition to transportation literature. It consists of a condensed account of all the various activities of the Prussian department of public works, embracing railways, canals, streams, bridges, highways and buildings during the decade from 1890 to 1900. The material for these different departments is presented in a systematic and clear manner, supplemented by carefully prepared charts and tables. However, considering its purpose, the volume is not unduly encumbered with figures and diagrams. It is readable throughout, full of interesting facts accurately presented, and calculated to give the reader well-balanced impressions of the economic functions exercised by the Prussian state.

The book opens with an account of the department of public works, its organization, number, classes and qualifications of employees, literary and scientific services, and lecture courses. This is followed by a description of the railway system, with reference to the following divisions: (1) Development and extent of the present system; (2) physical condition, multiple tracks, bridges, stations, shops, etc.; (3) organization and administration; (4) officials and employees: number, remuneration, benefit systems, associations of railway employees, etc.; (5) operation: equipment, safety, appliances, accidents, military services; (6) traffic: general and legal considerations, rates, train mileage, passenger and freight traffic, traffic development, etc.; (7) railway finance: principles, capital stock, indebtedness, revenue, surplus, disposition of surplus. These topics refer to primary and secondary railways owned by the state. Briefer parts deal with private and local railways.

What has been presented will be sufficient to indicate the scope of the work. Canals and other inland waterways are treated in the same

systematic and comprehensive way in which railways are discussed. The whole book is full of material which students of industrial and social life cannot afford to neglect.

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Associations industrielles et commerciales: Fédérations—Ententes partielles — Syndicats — Cartels — Comptoirs — Affiliations — Trusts. By JULES GERAERT and V^e DE HERBAIS DE THUN. Bruxelles, 1901. 8vo, pp. vi+99.

THE volume gives in concise and systematic form a conspectus of the various kinds of business coalitions in vogue, with a special view to the Belgian and French situation and practice. It deals with the manner of formation and control of such coalitions, the scope of competence of each, and the conditions which decide what particular form and measure of coalition best serves the purpose in a given case or a given line of business. The several forms or types of coalition are taken up in the order named in the subtitle, which is also the sequence of progressive closeness of combination observable in the several kinds of coalition. The distinctive forms or types of coalition are carefully defined and described, in the most succinct manner, this work of definition and "application" occupying the first sixty-one pages, and the remainder of the volume is occupied with illustrative examples designed to enforce the authors' views of the limits of competence and availability for each type, but more especially of the last four named in the list. There is nothing more of historical or descriptive matter than what is immediately useful for illustrating the authors' definitions and supporting their theoretical conclusions.

As regards these conclusions, they are cast in the form of general formulas. The federation is an initial move in coalition, likely to lead to closer combination, and largely useful for this purpose. Of the definitive forms of coalition the affiliation and the trust are the most practical, the former having the advantage of flexibility, the latter of ready and effectual central control. The general attitude of the authors toward business coalition may be summed up in their own words as "cette vérité absolue que nous ne cessions pas de proclamer et que nous finirons par faire admettre: La nécessité des ASSOCIATIONS INDUSTRIELLES ET COMMERCIALES reconnues, approuvées et patronnées par les pouvoirs publics, dans l'intérêt général." But "in order that any